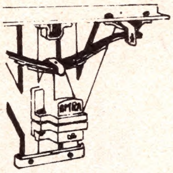


JOURNAL BOX

EDITORIAL.

If you haven't noticed by now, you will see that Journal is composed of three original articles and several reprints. You may even have noticed that the Jan/Mar Journal had only 30 pages including a double page plan and 3½ pages of filler photos.

Finance is not our only problem as you can see. In this issue I have had to resort to writing articles myself, Just as well we have the Vic. Branch exhibition and the competition results to help fill this issue.

I must repeat again, something that has been said before...I can only print that which is sent to me.

Also I repeat something an ex-member said. "Now that membership fees have gone up, and the number of Journals have gone down, what is there for the members?" I believe it is this negative attitude that is the root of ALL of to-days problems.

REX LITTLE

DEADLINE FOR THE JULY/SEPTEMBER ISSUE IS 7TH JUNE 1975.

ON THE COVER

NSWR 44205 at Cootamundra.
28/9/72. Photo by Rex Little

4/75

Volume 24. Issue 115.

Contents.

Secretary's Desk. 32
The Assoc's Competitions 1974. 40
Split Potential Power Control in Turning Sections. 46
Is it really a Model Railway - Part 4. 49
THE MODEL RAILWAY EXTRAVAGANZA. 52
Build a weathered One Holer. 33
Branch reports. 57
News from other clubs. 61
Plan - Q.R. "C" & "CLF" wagons. 51

CREDITS

Editor Rex Little
P.O. Box 46,
Nunawading, Vic., 3131

Publisher Maurie McKinnon,
26 Bondi Avenue,
Frankston, Vic., 3199

Artwork Bill Morehouse
Cover Design Heather Gregg
Typing Dot Treseder
Printing Sentinel Times Publishing
8 Radovik St., Korumburra, Vic., 3950

Federal Secretary Norm Read
3 Augusta Street,
Strathfield, N.S.W., 2135

Federal Treasurer Keith Robinson,
26 Lilac Street,
Punchbowl, N.S.W., 2196

Federal Registrar June Dunn,
26 Napoleon Street,
Rosebery, N.S.W., 2108

Advertising Manager Stuart Westerman,
10 Gardenia Crescent,
Cheltenham, Vic., 3191

THE SECRETARY'S DESK

Firstly, apologies to all those members, who have had a delayed acknowledgement of their subscriptions, either as renewal or new member applications. This has all been due to a series of incidents which has thrown the system out of gear. The C.O.M., as a result, have had to give serious consideration to the work loads of some of the committee to spread the burdens and so prevent a similar situation occurring in the future.

These are the problems of a growing organization depending entirely on voluntary labour to do all the many necessary jobs. Spare time has always been a commodity in short supply, as all of you are aware. It is no easy matter to find people who are prepared to give up any of that time for committee work, this is always evident at nomination time.

There have been several letters in Pop Valve in the recent Journals on what should be done. The C.O.M. fully realise the value of communication, unfortunately costs these days are becoming a killer to many ideas, and many publications are ceasing activities. Postage is becoming a millstone with no end in sight of any levelling.

We have been forced this year to reduce publication of Journal to four issues and will be going back to the style of printing prior to the current typeset style. When it is considered that the typesetting of the Jan/Mar.75 Journal cost $300 alone, which is a figure higher than the total cost of producing a Journal 12 months ago, I am sure the majority of you will agree that it is a luxury we can do without these times. This is an Association Journal and the contents are of more importance than the presentation.

Our efforts in finding alternative ways of producing Journal have drawn blanks. Comparing the 45¢ on Journal against 20¢ on the Newsletter, shows ignorance of facts, all our expenses are paid from members subs aided by returns from advertising. The 20¢ in no way covers the cost of producing the Newsletter, the balance is charged against business expenses and advertising. The cost of the two peoples' wages involved in the preparation of the 9 newsletters, which is almost a full time job, will show how far the 20¢ would go in meeting the cost.

Coming back to a Round Robin, Vic. has 309 members at present, how long would it take to do the rounds, providing every one played ball? N.S.W. has 325 members. Maybe we should make more use of Journal, after all, we can print extra pages for less than the $80 required to send a Round Robin to every member. What happend to the scheme when it comes to the member who has skipped off to a new address and told no one, or else someone who is expected to let the registrar know but does not?

Then again supposing each member used his 10¢ stamp to write to the Editor or the Secretary, Oh Boy! Life is full of problems.

WANTED.

Enthusiast in Hobart wishes to buy prewar Hornby O gauge locomotives, (except MO, M1) rolling stock and accessories. Details, price and condition etc to:

I.D. Simpson,
158 Flagstaff Gully Road,
Bellierive. 7018, Tas.
Phone: Hobart 44 2064.

Build a WEATHERED ONE HOLER

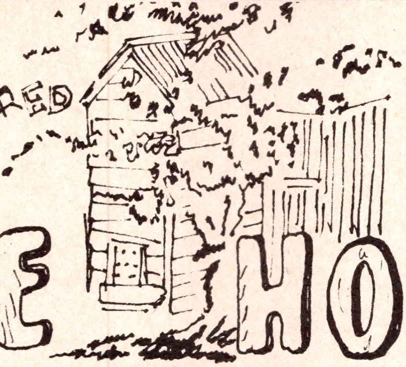


FIG 1.

Reprint from Journal No.19 Feb. 1956.

By Rick Richardson.

Here's a useful and necessary small structure for any railway system, be it a tiny 6' x 6' O gauge layout, or a big and bustlingly busy 20' x 30' empire in HO. Because of the simple design, it's possible to model just about every detail except the aroma, for the ubiquitous weatherboard W.C. must be the original freelance structure of the Australian building industry. The style and shape of most "little houses" was and still is, left to the imagination of the local contractor or carpenter, who are not hamstrung in their efforts by municipal by-laws and regulations. At least they aren't in the back country areas where one must venture to find the single holer in all its classic diversity.

The following notes don't presume to lay down the actual size, shape and oramental trimming to be built into or added to your own-master piece. Rather are they intended as a construction guide for those interested in a simple short term freelance project which is a real eye catcher, as are most of the prototype structures. The actual model from which this information is taken, was built to ¼" scale for On2' gauge, but generally speaking, the same methods and materials could be used for smaller scaled structures. Construction time was a fairly leisurely 12 hours, and out of pocket expenses were nil. However, for those just starting in the hobby, and without the usual stockpile reserve of model making materials, a short list of necessary supplies is appended at the conclusion of the article.

Commence construction by drawing the two sides and front and back walls (Fig.2) fullsize for your scale on any light stiff cardboard. Great accuracy is not essential, excepting that parallel lines should remain parallel. Printed card will serve, if nothing better offers, as these walls are merely a base onto which is applied the outside wooden sheathing, and therefore the card will eventually be hidden. Cut along the lines with a razor blade against a steel rule, which method gives a cleaner edge for cementing than a scissor cut. Assemble one side to one end by laying a side wall flat on the bench and fixing it temporarily thereto with a couple of pins. Now coat one edge of an end wall with cement and apply the cemented edge as a butt joint to the side wall (Fig.6P & 7P). Prop it up in place with a block of wood or somesuch until the cement sets, and in the meantime treat the other side and end in like manner, remembering to make a left and a right side. When both of these "side plus end" sections are securely cemented assemble them together into the basic carcase of the model structure, holding the two sections together with lillpins until the cement sets. To complete this part of the assembly, run

1/8" x 1/8" (1/16" x 1/16" for HO) balsa strengthing pieces down the four internal corners of the carcase (Fig. 6N & 7N) using plenty of cement, and before leaving the job to dry thoroughly check to see that the floor area is reasonably square. No matter how dilapidated the prototype being modelled, the floor is likely to remain a fairly true rectangle.

To protect the cut ends of the weatherboards, and to make a neat finish to the corners, most timber sheathed structures have pieces of timber nailed vertically to the corners of the framework. The weatherboards are butted tightly against these timbers, which are called "stops". (Fig.6R & 7R). A normal stop is usually a bit less than 3" x 1½" but taking that as a dimension a stop in ¼" scale would be 1/16" x 1/32" and about half that size for HO scale. We can go a bit oversize for the sake of convenience in handling these tiny strips, but if too much liberty is taken with sizes, the result on the building may appear clumsy and overdone. A complication is that the thinnest sheet wood available commercially is 1/32" thick, which is nearly twice as thick as a normal weatherboard should be for ¼" scale. If we make the corner stops correct scale size, these overthick weatherboards are going to protrude out on their lower edges beyond the faces of the corner stops, which isn't good building practice and anyway, would look wrong. (Fig.7Q) Here is how to overcome the weatherboard problem, at least for ¼" scale! Glue the corner of each of the four stops to the cardboard corners of the building, (Fig.3G). It isn't difficult, but is rather a fiddly job. Cement the stops on one side first, allow the glue to set then turn the model over and fit the other two, being careful not to break off the first pair in the process. Now turn the model onto its back wall and fit the three pieces of 5/32" x 1/32" strip wood which form the door frame (use 3/32" wide strips of light card for HO scale). Now turn the model front wall down and fit the three 5/32" x 1/32" pieces to form the framing round the rear pan opening. I made the corner stops from balsa, but used obechi for the door and rear flap frames. Cement the door and flap framing strips into place with their rear edges barely flush with the inside of the cardboard walls, thus allowing sufficient frame to project from the card walls, against which to butt the weather boards. When these ten pieces of timber are fitted, all more or less sticking out in thin air, the embryo model will look a bit disheartening. However, don't despair, for this is the stage where the weatherboards are applied, and the model will suddenly start to look interesting.

A full size weatherboard is usually about 7/8" thick on one edge, and is machined to a gradual taper on the other edge, finishing up about ¼" thick. To make model boards this shape would be a most tedious undertaking, so use 1/32" thick obechi boards without the taper cross-section. Obechi (pronounced oh-bee-she) is slightly heavier and denser than balsa, but unlike that wood, doesn't fluff up when painted. Weather boards for ¼" scale are slit off a 3" wide sheet by running a sharp razor blade along the edge of a steel rule, cutting off boards about 5/32" wide. At the extreme bottom edge of the model, on all four sides, glue a 1/32" x 1/32" balsa strip (Fig.7) to tilt the first board outwards. Apply the first board with its edge cocked up on the strip, and the succeeding boards must be applied to just over-lap and cock up on their immediate neighbours lower, working from the bottom on the wall to the top. Cover one side first, cutting the boards to a neat fit between the corner stops. Let the cement set for a few minutes, then turn the model over and cover the other side, watching that the same number of boards are applied to each side. It's usual for a carpenter to match his weatherboards at the corners, (Fig.1) so if another halfboard creeps into one side because of inaccurate spacing, the boards won't line up at two of the four corners. The foregoing all sounds very complicated, but with the aid of the drawings even a beginner at model-making should make a businesslike fist of this model.

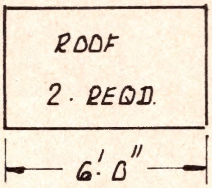
Having applied all the weatherboards each one just lapping it's 1/32" thick lower neighbour, notice how the lower edge of each board projects out a total dimension of 5/64" from the face of the underlying cardboard wall, or about 1/32" past the outside faces of the corner stops (Fig.7Q). The saver here, (and the beauty of freelancing) is that flat faced "rusticated" boards are still used quite frequently, so if the four board covered walls are sanded down flush with the faces of the stops, we have a set of almost perfectly formed rusticated weatherboards, all snugly in line with their respective stops (Fig.6S). To do this, lay a new uncreased sheet of 00 grade glasspaper on a flat surface and very gently work each face of the building backwards and forwards on this, working always with the grain of the wood, i.e. along the length of the boards. Stop frequently to examine the work, thus ensuring that the sanding isn't taken too far. Just down to the stops and no further.

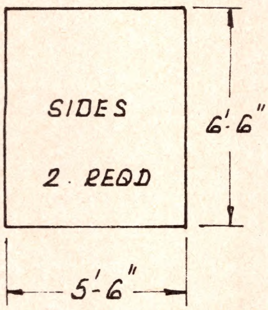
The foregoing is all very nice for the ¼" scale worker, but how about those building in 3/16" and HO and OO scales? Much of the tediousness of the method for the smaller scales could be obviated by using thinner weatherboards and dispensing with the sanding down process. I would suggest that strips cut from thin manila filing card stock, or even heavy stiff drawing paper, would make excellent boards in the smaller sizes. The absence of timber grain and texture would pass unnoticed in such a tiny building. If the small scale modelmaker must use wood, I can only suggest that he prime coats one side of 1/32" balsa with Dulux surfacer, and after it dries, sands it down on the other (or "right") side to almost paper thickness. It can be done, if all the sandpaper strokes are made away from the operator's body, while holding the sheet on a perfectly flat surface with his left hand.

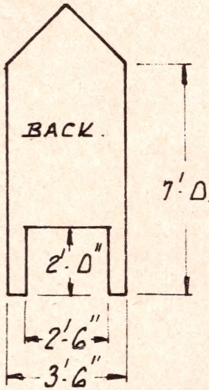
Having applied all the weatherboards to the model, the roof can be covered. Two pieces of cardboard or balsa, one for each side of the gable roof, are cut to size, (Fig.2) and cemented in place. I didn't bother with rainwater spouting, but if yours is to be a luxury dyke, form the spouting from good quality paper. Roll a dampened strip

EXPLANATION OF REFERENCE LETTERS ON DIAGRAMS.

3A barge board & cup (compare with 3 & 4C).
3B ridging covering top end of roof iron.
4C side edge of roof iron bent over barge board.
5D rainwater "pop" or short outlet.
5E rainwater downpipe.
5F ornamental holes in door(optional).
3G corner stop (see also Fig.1,6R &7R)
3H loose weatherboard (optional).
3J loose sub-floor board (optional).
3K step (optional) if screening fence is built step is almost hidden .
3L fence rails & housings in fence post.
3M fence plinth
6/7N strengthening posts in internal wall angles.
6/7O basic cardboard walls.
6/7P butt joint in cardboard walls.
7Q lower edge of w/boards projecting beyond stop before sanding.
6/7R corner stops
6S w/board faces flush with stop after sanding.
6T shape of w/board after sanding (stop cut away for clarity).
7U w/board tilt strip applied to lower edge of building
8V ground plan of building.
8W fence line (minimum distance from walls approx. 3').
8X fence posts (space to suit length of fence).







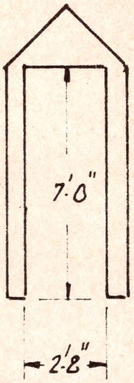


FIG. 3.

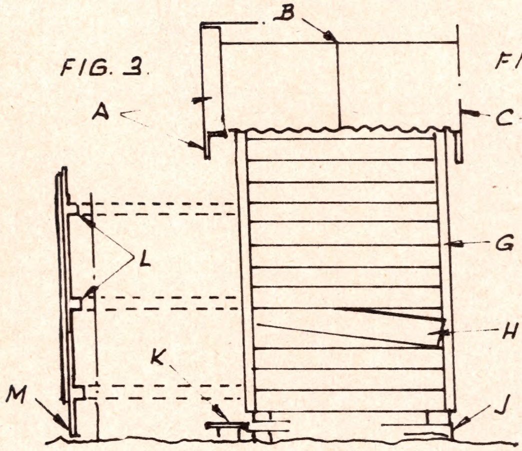


FIG 4

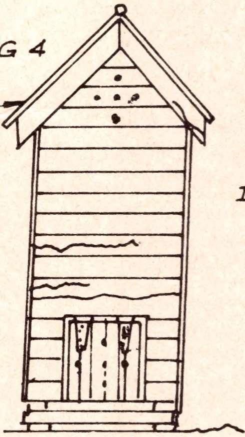


FIG. 5

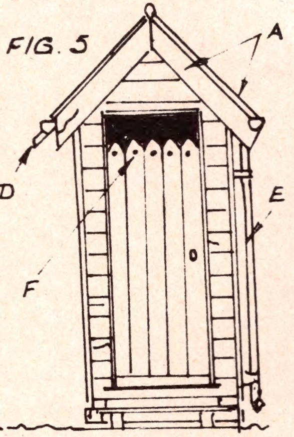
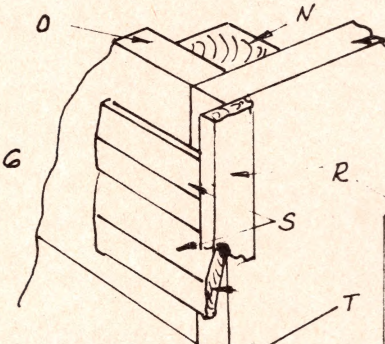


FIG. 6



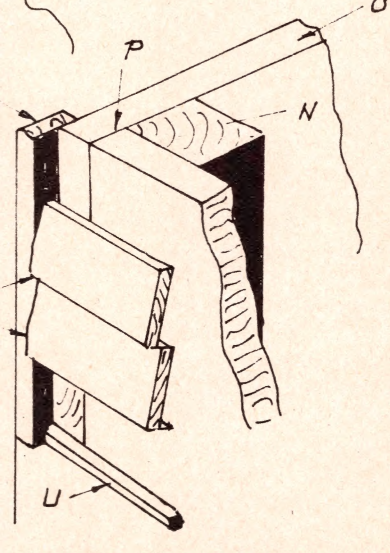


FIG. 7

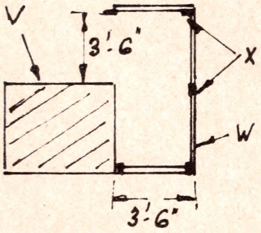


FIG. 8.

of stiff paper lengthways round a steel knitting needle about 3/32" in diameter. Hold it in the rolled position with a turn or two of cotton here and there, then give it a coat of shellac. When this dries, cement a length of thick thread along the length of the paper tube, then cut the tube in half longitudinally, with one cut immediately above the glued thread. When eased off the steel needle, this will present a half round section guttering with a rolled flange edge, Not quite prototypical, but good enough. Glue the spouting along just below the overhand of the roof, fixing it to fascia boards 1/8" wide x 1/32" glued beneath the lower edge of the roof overhang. Now fit the four 1/8" wide barge boards to the ends of the gable, and cover the roof with corrugated iron. I used four sheets of iron as sold allegedly for 00 scale, but which happen to be about correct for ¼" scale. The sheets are fixed by smearing a generous coating of cement on one side, and just pressing them into place. Bend the edge of the sheets down over the barge-boards for 1/32" (Fig.4C) or fix a 1/8" x 1/32" cap strip (Fig.3A) over the edge of the iron for a neater finish. Both methods are normal building practice, although the cap strip would be more usual on a wellbuilt structure.

Cut the door from then card or wood, scribing it deeply to represent the joints between 4" or 5" vertical boards (Fig.5). After scribing, cut the typical sawtooth pattern in the top edge of the door, and drill a small hole in one edge about 1/16" in from the side to represent the hole left by a missing door latch. Glue the door in place slightly askew and partly ajar. Drill give holes about 1/32" in a diamond pattern up near the gable in the rear wall. These are for ventilation!

After the roof cladding is in place, crease a strip of 3/16" wide stiff paper along its length and cement it along the ridge to cover the raw edges of the iron at this point. Along the peak of the crease, cement a 1/32" x 1/32" strip of obechi, and when this is set, gently sand it down to a half round cross-section. When painted, in combination with the paper strip, the two pieces, (paper and wood) form an effective ridging (Figs. 1 & 3B).

Form the flap for the pan aperature from a scrap of card, scribing as for the door, and drilling the vent holes where shown (Fig.4) leaving it slightly ajar. Model the T hinges from paper. As an alternative, for the super detail boys, the flap, which is usually hinged at the top edge could be modelled hanging askew from one hinge, and the actual pan shown in the aperature. A sanitary pan is about 15" high and 15" in diameter, with two carrying handles and an iron stiffening rim 1" wide round the top edge. Model the pan from a little tube of stiff paper, placing the seam out of sight at the back. Form the handles from fine wire, cementing them in place, and make the steel rim from a narrow strip of paper. Before putting them into use, the "nightman" usually dips new pans in hot tar as a preservative. Paint the model pan all over with a fairly gooey coat of half gloss black paint. As a final touch for the super, super detailer, cement one or two tiny crumbled fragments of cigarette paper to the floor near the pan.

Where the W.C. can be sited facing the blank wall of a building or a high fence, it's quite usual to find it without the screening fence around the door. If the fence is required, decide on its length and the number of posts, using the drawing as a guide. (Fig.8). Drill holes in the base board at the side and set the 1/8" x 1/32" balsa posts in the "ground" with a dab of cement to ensure they stay put. Lean the posts to suit the lean of the building, as in the drawing, (Fig.3). Before erecting the posts, pin them together side by side and cut them identical lengths. Trim the tops to a slight angle to drain off rainwater, and while they are still pinned together, carefully notch the posts with a razor blade, cutting the housings to fit 3/32" x 1/16" balsa fence rails. These notches should be made about ¼" up from ground level, 1/8" down from the head of the posts, and another halfway between the top and bottom housings (Fig.3L). Corner posts will have to be notched on two faces. Erect the posts in the holes, fit the rails and then run a 1/32" x 5/32" obechi plinth round the bottom of the fence on the outside of the posts. Now apply the palings, 3/16" x 1/32" obechi, spaced about 1/8" apart. Break or otherwise damage one or two palings to represent vandalism. A second row of palings, which can be slightly narrower than the first row are now applied to cover the 1/8" gaps between the first layer. "Damage" or omit a couple altogether (Fig.1). When the cement is set split several palings with a blunt knife, and while in this destructive mood, break, displace or split one or two weatherboards on the W.C. Don't overdo it, or it will look too theatrical and "cartoonish". For very old building, slightly squash some of the corrugations in the roofing iron, mar the ends of the sheets and buckle the spouting. Once again don't overdo it.

With the fence erected and completed, prepare the W.C. for its base. Cut a 1/16" thick balsa floor to fit neatly within the four walls, using plenty of cement. Now cut and glue a 3/16" thick block of balsa to the underside of this, cutting it about 1/8" short of the overall floor dimension all round. Point the edges of this block flat black, then smear a liberal coat of cement on the underside of the mounting block, and place the building in its correct position in relation to the fence. Make four 1/8" x 1/8" balsa stumps 3/16" long and glue one under each corner of the building, then run a 1/32" x 1/32" obechi strip round these to close in the sub-floor area and hide the black mounting block. One of these latter strips could be fitted slightly askew for effect (Fig.3U).

The model is now complete for painting, weathering and any additional details you may wish to add.

Paint the W.C. and fence all over (except the roof) with cream or light tan matte finish Permoglaze. On no account use gloss paint or enamels, as this will immediately destroy the illusion of gentle old age and decay for which we have striven. Use a soft small brush and give one or two coats of the chosen colour. If bare wood shows through faintly after painting, all to the good, for we are after the patina of old age. Paint the iron roof a dull red. (Dulux red surfacer is an excellent "roof" point). Trim the building with light brown Permoglaze matte, paint the door, rear flap, corner stops, barge boards and downpipes, using only one very light coat. Take care not to clog the detail with thick coats of paint, therefore if the Permoglaze works too thickly tip off a little into a separate container and thin it slightly with turpentine.

Before attempting to "weather" the model, let the paint harden for about twelve hours. Then mix two brushfuls of half a dozen assorted colours in an eggcupful of turpentine. Do this by dipping a small brush in the paint and rinsing it out in the turps. Any six colours will do, as an example, red, blue, tan, yellow, green and grey, the point being that the resulting mess in the turps should be about the colour and consistency of cold milky tea. Take a deep breath, and deliberately pour this concoction over the model, so that it runs off the roof and dribles down the weatherboards, after over flowing from the spouting. Don't touch the model before it is dry, which will take about half an hour. After the first coat of "dirt" is dry, it's easy to wash away any deposits that are considered too heavy, with a brush dampened with turps or to add a bit more grime to places that need it. If spouting has been fitted, run a bit of the thick "mud" from the bottom of the dirt solution into the bottom of each spout, to simulate the mullock that invariably collects in all old spouts. The turps will probably disturb and perhaps wrinkle the paint on the roof allowing bright metal to show through. Don't repaint the whole roof, just patch the bare places with a brush moistened with the roof colour. Powder some black and some white pastel, and mix it to make a neutral grey. With an old small brush, or a bit of cotton wool, work this into nooks and crannies to represent the dust of ages. Judicious use of model makers green flock will become moss where water gathers. Stick the flock in place with a smear of animal glue, such as Seccotine or Gluetex.

Plant a tree on the north side for shade, and perhaps privacy, and if you don't know any other way to make trees, select a suitably shaped dry twig from last year's shrub cuttings. Make the foliage from sponge rubber, and if you like model a bird's nest in the upper branches. "Grow" weeds round the base of the W.C. and fence, and to soften the lines of the building, form creeper from sponge rubber and train it up the fence to trail across the roof. Work up with coloured sand and glue a worn asphalt path round into the doorway, with a less defined track to the rear flap. With white ink and a small brush or mapping pen, letter a few "odd odes" etc on the walls, within reach of a scale sized human. And that's that! Excepting we would like to hear from the first fellow to model the smell.

MATERIALS REQUIRED.

For any scale under ¼"

6" of 1/8" x 3" balsa (HO 3") per 3'.
12" of 1/16" x 3" balsa (HO 6") per 3'
18" of 1/32" x 3" obechi (or soft balsa) (HO 6") per 3'.
4 sheets 00 gauge corrugated iron per dozen.
½oz. Dulux surfacer red per ¼ pint.
½oz. Permoglaze matte tan per ¼ pint.
½oz. Permoglaze matte brown per ¼ pint.
4 oz. turpentine per 16 oz. bottle.
2 oz. cellulose cement(model aircraft cement) per 2 oz. bottle.
1 doz. lill pins packets or per oz.
Scrap cardboard about 1/16" thick (HO use manila card).
Scrap sponge rubber (preferably green or light grey).
1 sheet 00 grade glasspaper.
3 clean sharp razor blades.

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed by the contributors.

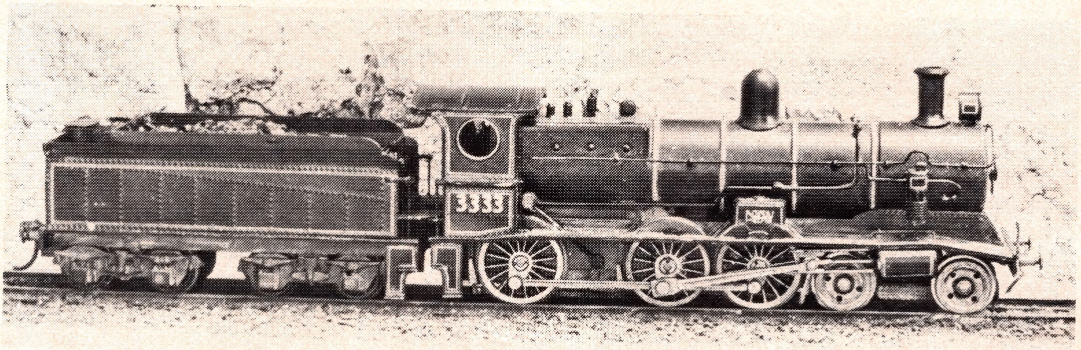
Neither is any guarantee implied or expressed as to good conduct or practice of advertisers contained herein. This publication reserves at all times the right to refuse acceptance to all matter considered unsatisfactory for publication.

MERITORIOUS AWARDS.

Ivo Bunker
Bob Gorrell
Alan Dowel
Stephen Suggitt
Rex Little
Norm Read
Jack Treseder
Mal Baker
John Sneddon
John Dunn
Graham Larmour
Ken Down
David Ellis
Arthur Robinson
Bruce Lovett

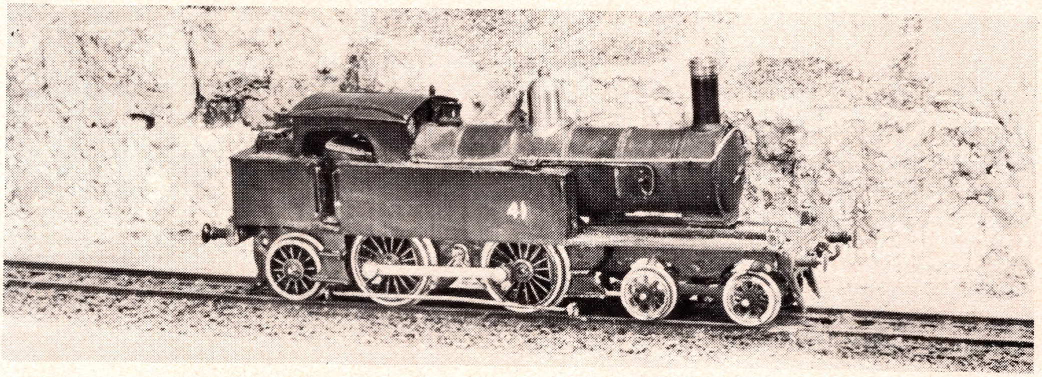
The Association Competition

TIM DUNLOP CUP - SCRATCH BUILT LOCO



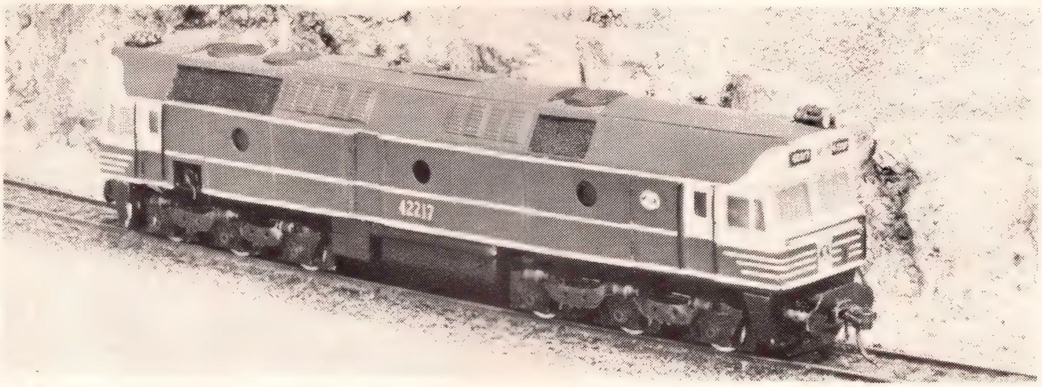
FIRST Peter Betts: H.O. C32 class 4-6-0 loco.

This excellently proportioned model looks like a 'P' class with no errors such as a fat stack. Rivet work is fine and a myriad of small details, all fabricated, are quite delightful at close inspection. A superb brush finish, complete with fine lining, complements the metal work. The drive too, displays attention to detail and considerable ingenuity. The motor is concealed within the firebox, allowing a detailed backhead. One end drives the rearmost coupled wheels; the other drives the trailing axle of the front bogie. Only the leading axle pivots, as a pony truck, the trailing axle being rigid, making this P class a 2-8-0, or perhaps a 2-2-6-0. Anyway it apparently works well and looks as if it could pull the wallpaper off. The tender bogies are also well engineered. All round this superb loco shows that a scratch built loco, even without lost wax castings, can outmatch imported brass locos on all counts.



SECOND Cedric Rolfe: H.O. M40 class 4-4-2 loco.

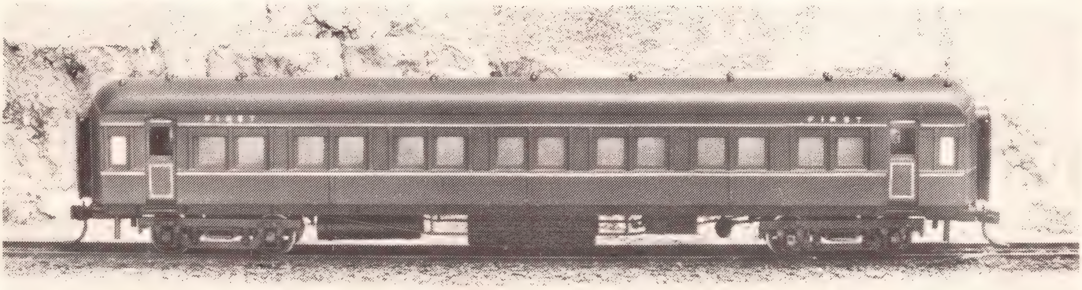
An attractive model of an interesting prototype. Some details are a little coarse, though most that the prototype had are there, including brake rodding. The drive is soundly engineered.



THIRD Phillip Larmour: H.O. GM 422 D.E.

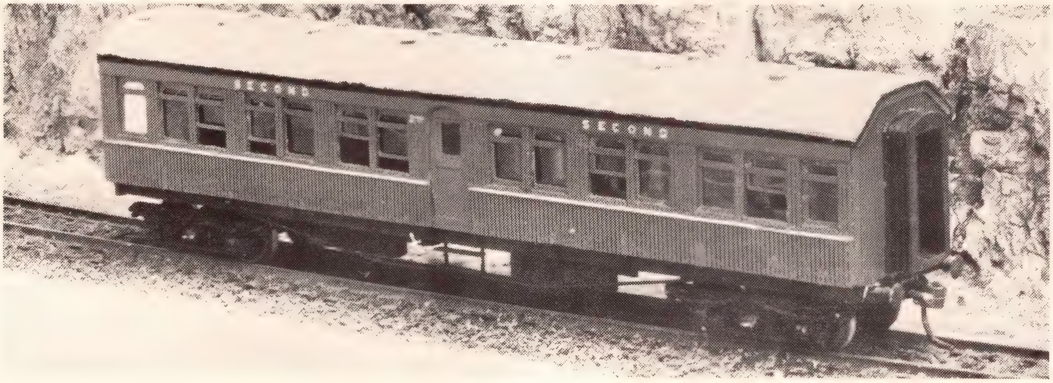
This model should certainly match the prototypes tractive capacity, in scale of course! It has a sound 12 wheel drive and is quite heavy. The general detail and finish is quite good. The roof line seems not quite right however, (perhaps necessary to clear the drive) and the ends should be vee'd, rather than flat. The buffing plates are very neatly sprung and incorporate the couplers, an excellent feature.

NSW BRANCH - SCRATCH BUILT PASSENGER CAR



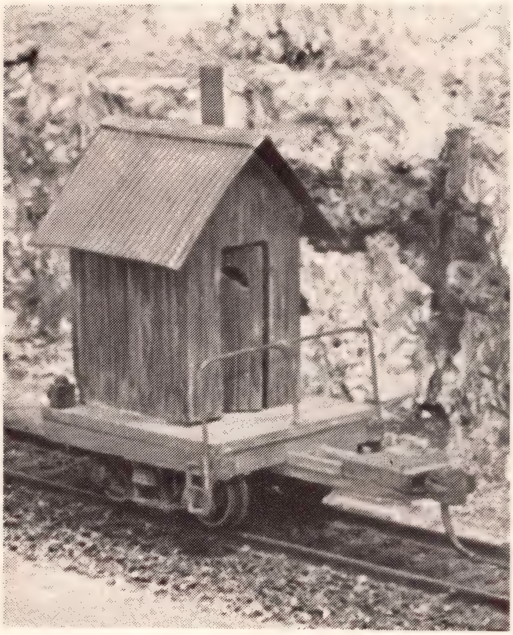
FIRST Allan Brown: H.O. NSWGR SBX.

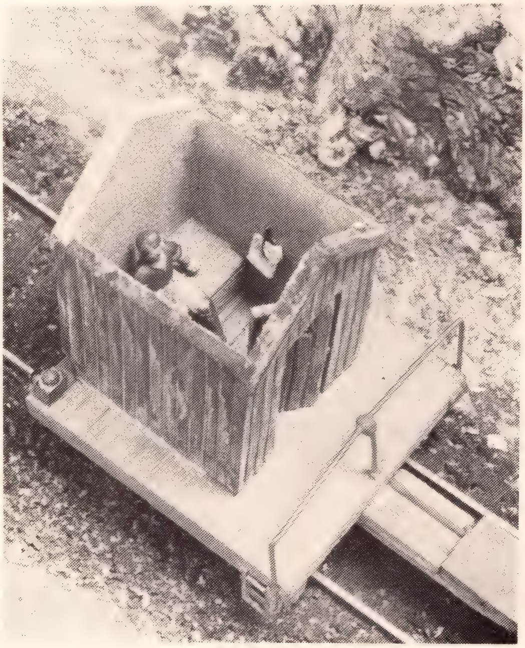
An extremely neat, delicately detailed model, apparently largely of styrene sheet. Scratch built underfloor gear is realistic, though brake gear is absent. Water tanks have daylight above them, excellent. The generator is included and drain pipes are plastic sheathing from light wire, derailments will not easily break them off. The bogies have been fitted with spoked wheels. Open drop lights in the doors and lightly frosted windows combined with neat lining and decal result in a very very realistic model.



SECOND Kevin Brown: H.O.NSWGR F.R.

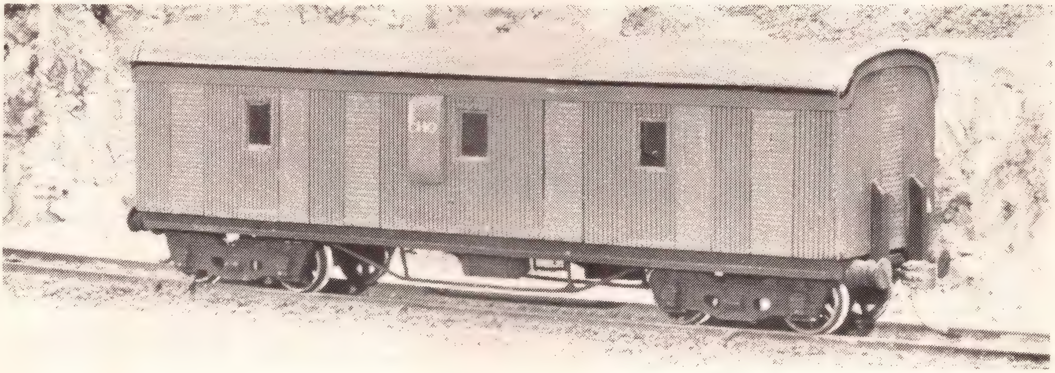
A very neat wood and car model, which is apparently the first of a set. The set should be most attractive when completed. The model is square with fine step and window detail, some of the latter being open at random - a most realistic touch. Painting, lining and decals have been very well done.





FOURTH Mark Larmour: HO scale mobile outhouse.

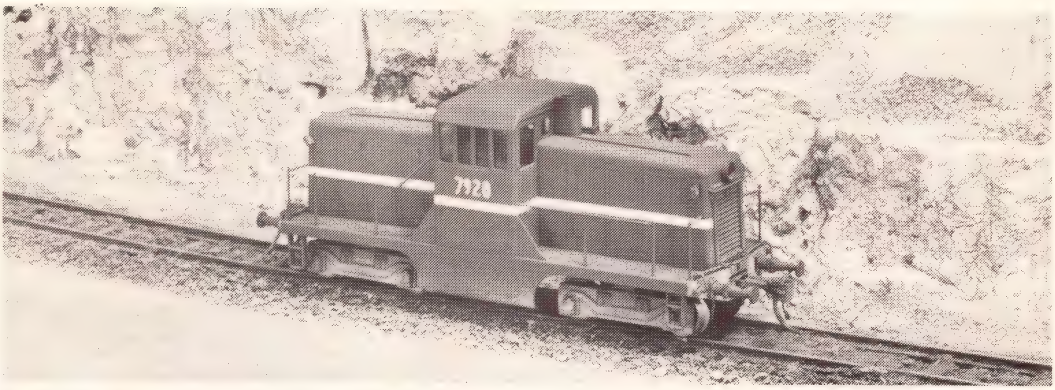
This novel car certainly stands tall, towering over the NSW cars. A Texan toilet! complete with occupant and telephone book. The only criticism that could be made is the lack of plumbing or, alternatively, a trapdoor.



THIRD Kevin Brown: NSWGR HO CHO Passenger guards van.

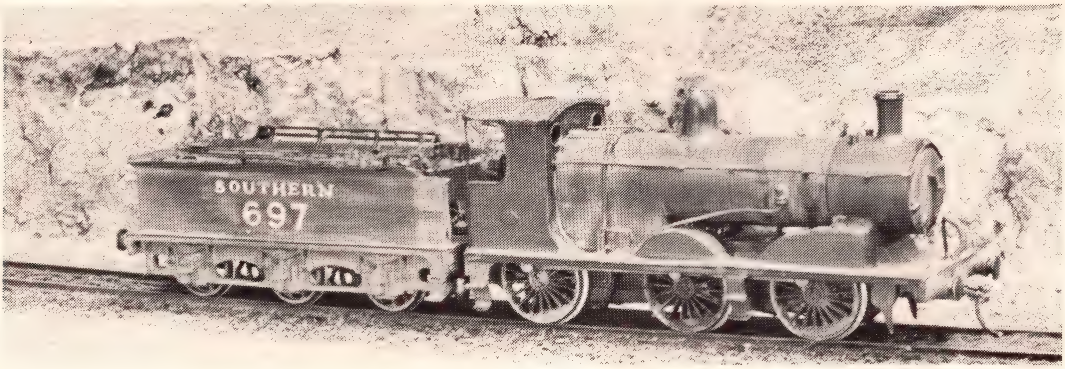
Another wood and card model of excellent overall appearance. The CHO with its louvres, is a difficult prototype. Though very nicely detailed on roof, ends and under frame, this model is devoid of handrails or doorknobs, perhaps it was not quite finished. The louvre work has not quite come off, having simply been scored in. Perhaps some scribing with, say, a modified dental pick may produce realistic louvres. In any case, even to attempt them is certainly commendable.

THE FEDERAL - KIT BUILT CUP



FIRST Jeff Moonie: H.O. NSWGR D.E. ex G.E. 44 ton D.E.

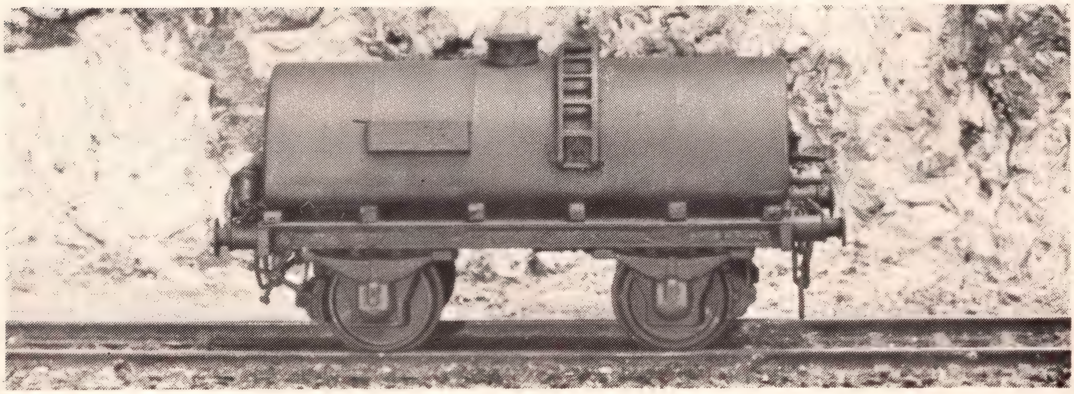
This brass import has been neatly modified and painted to resemble the local version. Glazed windows compliment the model. The extended buffers are particularly attractive.



SECOND Peter Betts: OO SR Adams 0-6-0 tender loco.

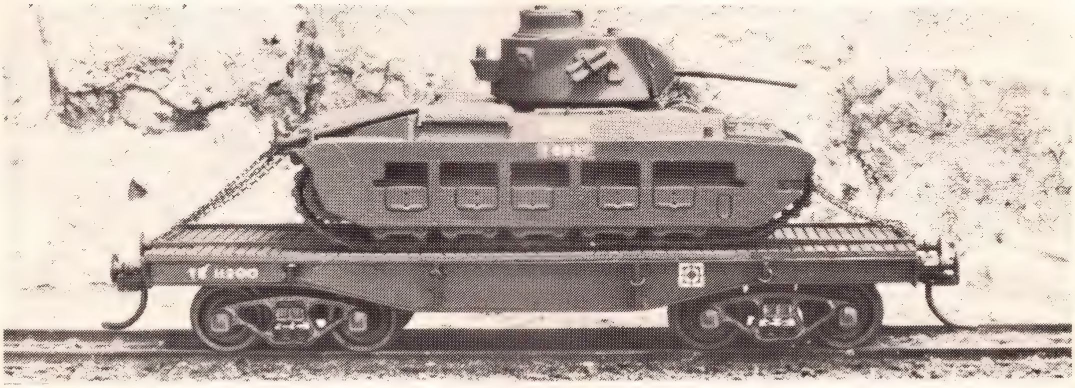
This white-metal loco is weathered to an extent that would disgust the old L&SWR staff! Perhaps it was wartime. Some additional detail is fitted and the hand lettering is quite neat. The cast coal load is a poor substitute for the real thing.

KEITH WILCOX - SCRATCH BUILT GOODS



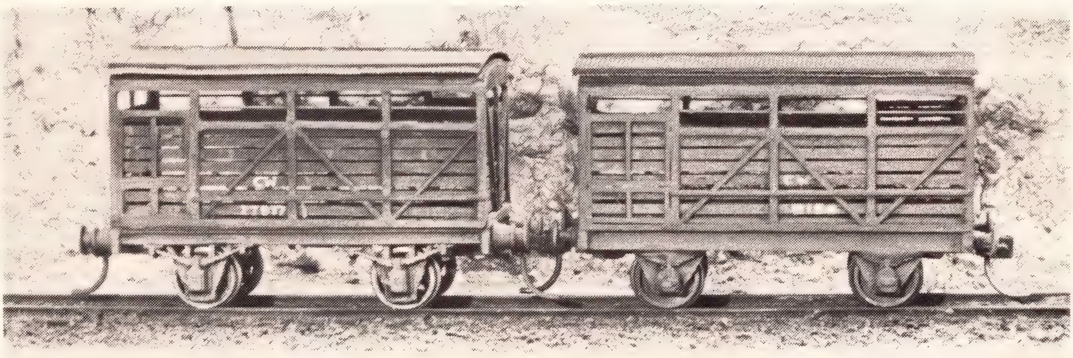
FIRST Graham Ball: HO NSWGR 4 wheel water tank.

A very neat, delicately detailed model. The only major omission appears to be steps and grabirons. Scale three link couplings, brake shoes and brake wheels and sundry plumbing is an excellent application of proprietry equipment.



SECOND   Graham Ball: HO NSWGR T.E. Flatcar with load (a Matilda Tank).

This rather simple prototype (without tank that is) has been very neatly modelled with tie down rings giving a touch of super detailing. The neatly built up tank is secured by massive chains - the ensemble making a most striking member of a goods train.



EQUAL THIRD   Phil Larmour and Jack Parker: HO NSWGR CW 4 wheel cattle truck.

Two delightful models, full of character, both cars are very evenly matched in workmanship, though one has used a much more realistic proprietry underframe.

FIFTH Ken Dunkley: HO NSWGR BCW cattle van.

A neat delicate car (basic T weaving in styrene strip) complete with internal wire bracing and external reinforcement irons. This car suffered from a part glossy nondescript paint finish. Lettering was applied neatly however.

It was most pleasurable to have the opportunity to judge the contest All entries were good and some were superb. It is a shame that there are not more contestants. Some may fear they cannot bear the humiliation of not coming first. Still it is better to try and fail than not to try at all. We do try to avoid too much criticism. Remember the well known comment by an English actor about critics - they are rather like Eunuchs; they know what to do, but cannot do it themselves.

Slip potential power control in turning sections

By Alan Dowel.

Those who have read my previous articles in Journal, will be left with no doubt that I am wrapped in SPLIT POTENTIAL POWER SUPPLY and COMMON RETURN WIRING.

If you asked me to sum up, I suppose that I would have to admit to being lazy and lousy.

By lazy, I mean that I can't see why I should have to run any more wires than absolutely necessary, plus the fact that simplicity makes it a lot easier to find faults. (In fact other members of the club can find them easier and not even call on my services). Two criticisms which are often shot at me are:

(1) You can't run through a turning section without stopping, and

(2) You can't have PULSE POWER.

Now I accept criticism (2) - pulse power is effected in the power supply, so this deficiency applies to all COMMON power supply systems. I reckon that the advantages of SPLIT POTENTIAL and COMMON RETURN far outweigh the PULSE POWER facility.

TURNING SECTIONS.

A turning section can be defined as

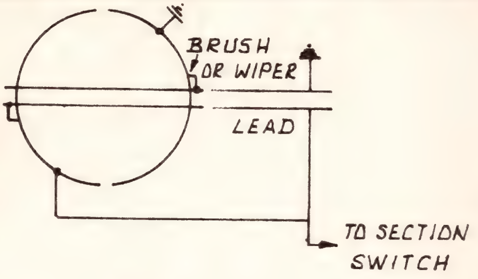


FIG 1

MATCHING ARRANGEMENT FOR A TURNTABLE

any area of a layout which will turn a train around so that it comes back on to the same track, travelling in the opposite direction. They include TURNTABLES, WYES and LOOPS, (in and out type, not passing loops).

Now turntables and wyes do not present any trouble, as the loco has to stop at some stage anyhow. Turntables should have brushes which run on a broken electrical circular rail, which will always result in turntable rails matching the lead rails. (See Fig.1.). Wyes can be wired in such a way that power is fed to one leg via the points, so that operation of the points to that leg always causes the tracks to be matched (see Fig.2). (If all sides of a wye lead to further sectionalised track work, then one side of the wye, not an end, can be treated as a turning section as described from here on).

Up to recently I had never had occasion to be involved in a turning loop on a layout using split potential power. Then John Yourn re-laid the portions of his famous layout in a new location in such a way, that he had a turning section right in the main line between two stations. Just as well we are good friends, because he said, "Right-oh Dowel, you got me into this split potential - get me out of this one.".

Now a challenge like that has to be met, or I may lose a good friend, and a lot of face, so the system which now follows was contrived. It may look a little complicated, but once installed it is operated in exactly the same way as for reverse loops with individual power supplies - simply:

1. Use section switches to connect a complete route to the controller to be used, turning section included.
2. Set the MATCHING switch to suit the direction of travel in the turning section, and
3. Remember to operate the ordinary reversing switch at some time whilst the loco is in the turning section.

MATERIAL REQUIRED (per controller).

1 Resistance speed control
1 S.P.S.T. switch (reversing)
1 D.P.D.T. switch (matching)
1 Relay 12V with "C" units.

CIRCUIT DESCRIPTION

The "matching" switch is pre-set for either UP or DOWN travel (or EAST/WEST CLOCK/ANTI-CLOCK). In the drawing, it is set for UP the page. The reversing switch is normal. Thus 12+ is fed via R.V.I. normal, the speed control, ORDINARY SECTION SWITCH NO. 1 to the right hand rail. As earth return is connected to the left hand rail, direction of travel is UP.

On entering the turning section, the same polarities are encountered. 12+ is fed from R.V.I. via the speed con-

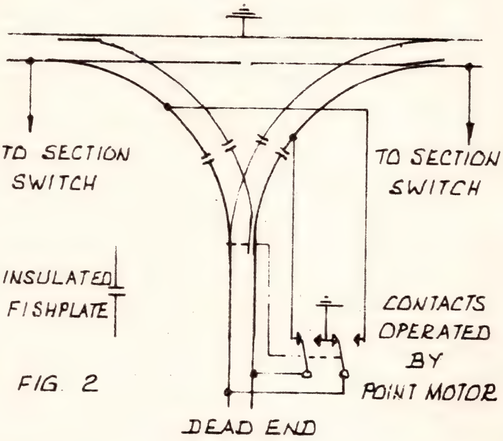


FIG 2

MATCHING ARRANGEMENT FOR A WYE

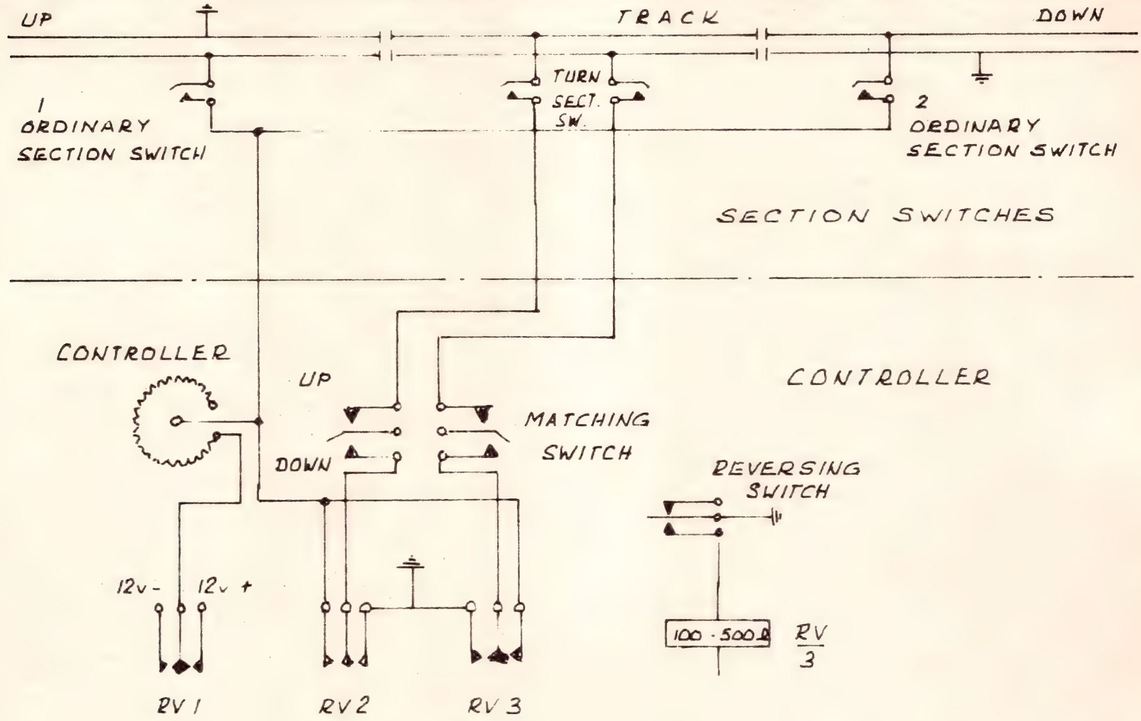


FIG. 3. REVERSING SYSTEM FOR TURNING SECTION (SPLIT POTENTIAL)

trol, R.V.3 normal, matching switch normal, TURNING SECTION, SECTION SWITCH, to the right hand rail. Earth return is fed from R.V.2 normal, via the matching switch normal to the left hand rail.

Whilst the locomotive is in the TURNING SECTION, the REVERSING SWITCH is operated. Relay R.V. operates very quickly, operating R.V.1, R.V.2, and R.V.3 simultaneously. Now, 12- is fed via R.V.1, the speed controller, via ORD. SECT. SWITCH No.2 to the left hand rail, and also via R.V.2 operated, matching switch normal to the left rail in the turning section. Earth return is fed via R.V.3 operated, matching switch normal, to the right hand rail in the turning section.

Thus, direction of travel remains the same, and the turning section matches section No. 2 for travel into the section.

For DOWN travel, start with both the MATCHING and the REVERSING switches operated. It will be seen that direction of travel will be down the page, and that restoration of the REVERSING switch whilst the loco is in the turning section will permit continuous travel into Section No. 1.

P.M.G. LEVER KEY SWITCHES are ideal for the matching switch, and the turning section section switch. If space permits, they are also suitable for the ordinary section switches and the reversing switch. (Only one side of the section switches is shown for simplicity but these would normally be 3 position centre off switches, permitting the section rails to be connected to other similar controllers).

Both AMRA (Vic.Branch) and the M.M. R.S. usually carry stocks of suitable keys and relays suitable for these purposes.

Is it really a model railway?

PART 4.

By. E.G. Watson.

Additional notes on Sidings.

(See Journal 94 and later issues, as information given in these articles is not repeated unless necessary).

Far better than any article is a visit to the local railway scene and observation of train working and station layout. It is impossible to fully cover the subject, so that many variations and interesting points will be missed.

One factor in the design of many yards I am shown is the large number of crossovers included. Apart from cost, the space occupied (Triang HO/OO 13") suggests that these be kept to a minimum.

Briefly.

(1) Where the train sets back (ie van first) no crossover is needed.
(2) Where the train enters engine first one is required. This can be in any of three places:

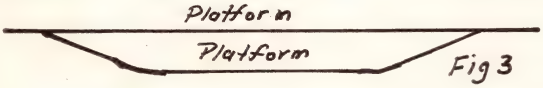


Fig 3

(i) a loop.

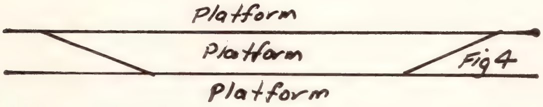


Fig 4

(ii) main line run-around.
(iii) either 1 or 2 can be in the yard. Where siding space is limited this is preferable to having the run-around in the yard, for two sidings have to be reserved.

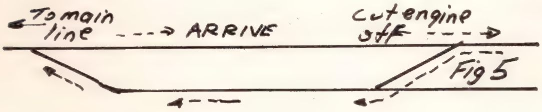


Fig 5

Having two very long sidings on my layout I used this arrangement:

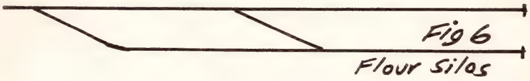


Fig 6

There is room to run around and shunt. Short sidings where train enters engine first can be treated:

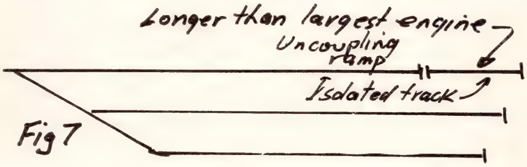


Fig 7

Simply isolate engine and use a drop on engine to shunt and take the train on. Have a van in place to use.

Even small base board areas can be converted into useful yards IF we rid ourselves of the idea that crossovers MUST be used in the yards. I filled in an empty corner of my base board thus:

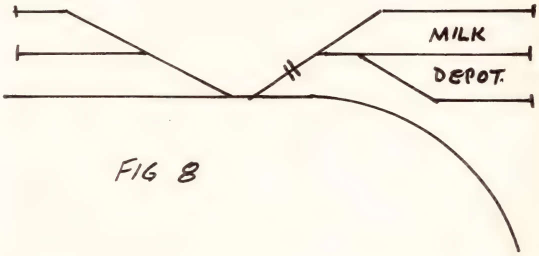


FIG 8

gaining 3 short sidings as a milk depot, a wire is put to the tracks at: —||—
(1) To save cost and space, design yards so that trains push into shunt.
(2) If trains have to enter engine first, put the main line run-around or loop on the same section of line as the platform(s).

(3) For smaller areas use the third idea (isolating engines).

Sidings could roughly be classed as:
(1) Public Sidings.

These have sections reserved for regular consignees of goods in truck loads. They require special treatment as detailed in my articles on the subject. If the sections on "R10 Ratio" and "Faulty Track" are followed, they are easy to install.

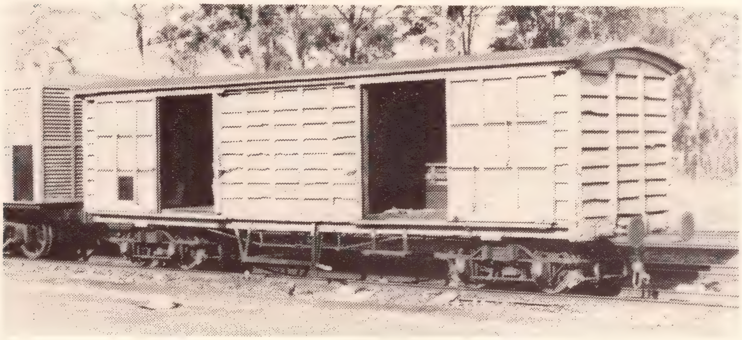
(2) Private Sidings.
These generally serve factories. Two or more could be on one siding. Each needs an uncoupling ramp. These need not be placed as accurately as for Public Sidings, but if you have any trouble refer to the two sections mentioned.

(3) Other loading.
That is loading not for public or private sidings.

(4) Utility.
Storage, marshalling, arrival engine, service etc.
Each of these will be dealt with more fully under Model Operations.

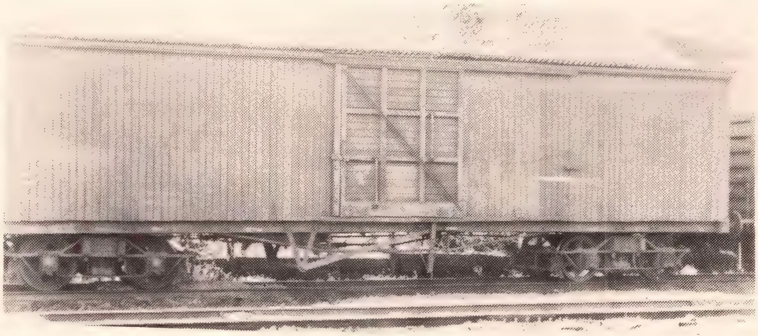
There is a wide range of kits available to "dress" these sidings up with. I have consistently found one problem with these - finding out how much space they occupy. As this influences the design of the layout, one needs to buy them first or buy them to suit the available space.

There is one other trap. Although the kits may be labelled HO/OO it does not mean that they have clearances for all HO/OO rolling stock, particularly those that fit across the track. Check clearances by rolling trucks by hand under them first, in case they need raising on blocks.



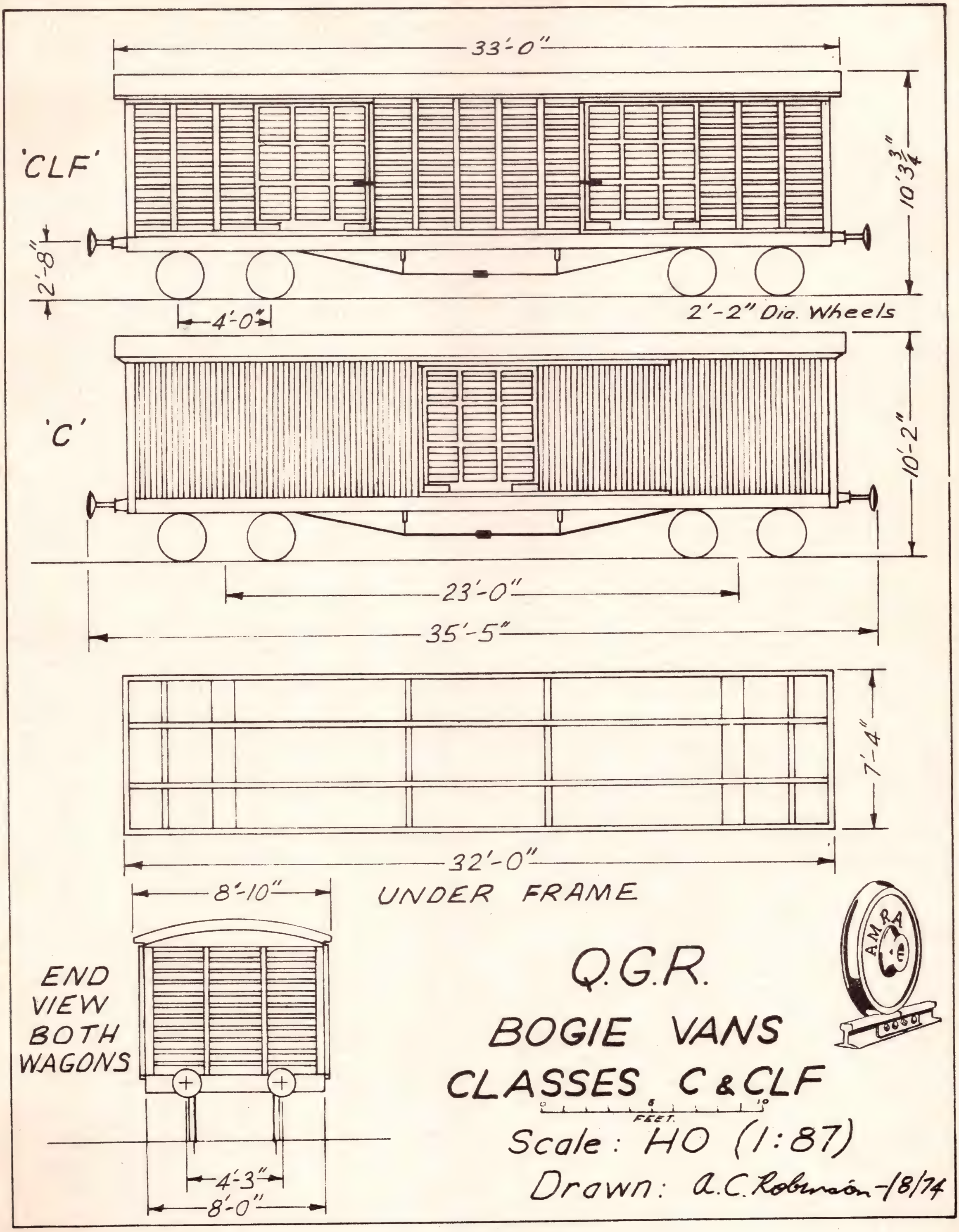
QR CLF Wagon

Photo by A.C. Robinson



QR C Wagon

Photo by S. Suggitt


33'-0"
'CLF'
10'3¾"
2'-8"
4'-0"
2'-2" Dia. Wheels
'C'
10'-2"
23'-0"
35'-5"
7'-4"
32'-0"
UNDER FRAME
8'-10"
END VIEW BOTH WAGONS
4'-3"
8'-0"
A.M.R.A.
Q.G.R.
BOGIE VANS
CLASSES C & CLF
0 5 10
FEET
Scale: HO (1:87)
Drawn: A.C. Robinson -/8/74

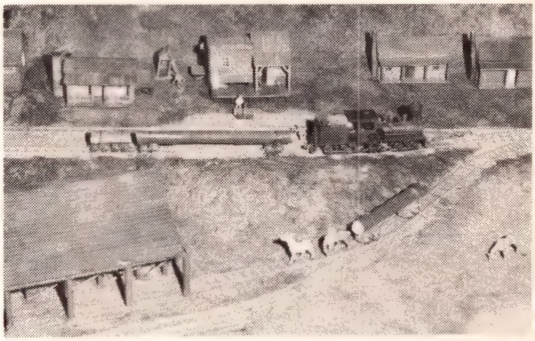
THE MODEL RAILWAY EXTRAVAGANZA

Photos by: Ray Brownbill, Ian Campbell,
and Rex Little.

Foyer. Static and working models of Victorian Railways rolling stock and locomotives, constructed by Victorian Railways apprentices at 1 inch to the foot scale.

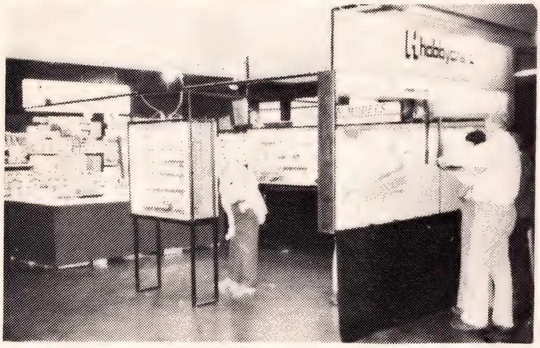
Stand No. 1. A.M.R.A. Information Centre. This stand is staffed by AMRA members who can answer all your questions on the Association and model railways.

Stand No. 2. Joyca Hobbies. Joyca Hobbies is operated by Mary Van Lummeren. She has a comprehensive range of model railways and equipment. She displays an 'N' gauge layout, but is still working on it. Go and see her for advice and demonstrations.

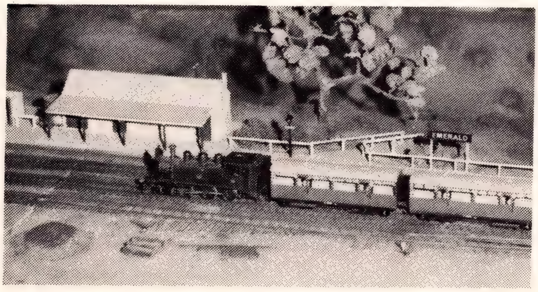


Stand No. 3. Light Railway Research Society. Displays an HON 3 model of typical light railways layout from the Victorian Region. Also some of the Society's publications are on sale.

Stand No. 4. Strathfield-Burwood Model Railway Club, Sydney. The layout you see before you is of an entirely freelance design, using commercial equipment, modified in certain details. All trains are ready-to-run units, but an attempt has been made to improve their appearance by weathering locos and stock, and traction by added weight. Track is all nickel-silver flexible, with Peco points used thoroughout, and an attempt has been made to improve the stations. The display of "Trains on Stamps" and post cards is from a collection by one of our members.

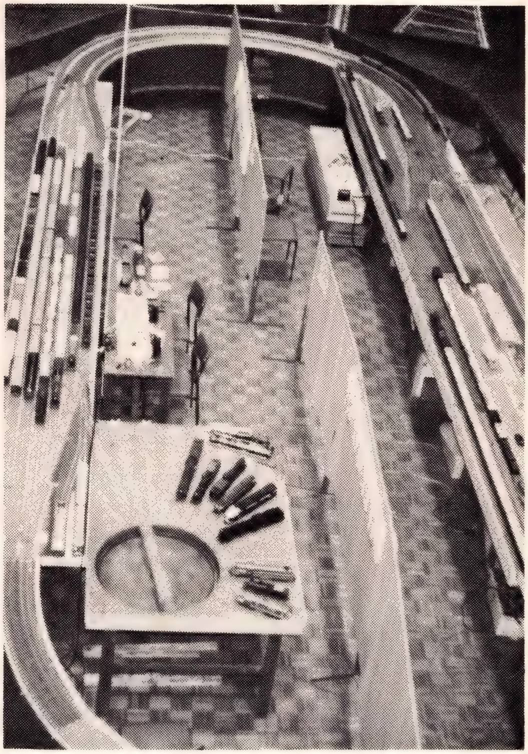


Stand No. 5. Hobbycraft - with 40 years experience in model railways we present the Fleischmann Rack Railway as a working model in HO and N gauge. We import fine scale products for the modelling enthusiast, our static displays feature those unusual and hard to obtain accessories including ready to run models.



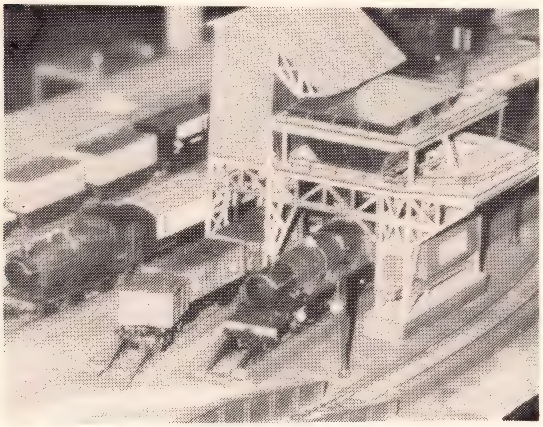
Stand No. 6. Puffing Billy Preservation Society. This model features four scenes - Emerald, Clematis, Nobelius and the Trestle Bridge, based on the Puffing Billy tourist railway in the Dandenongs. 'S' scale (3/16"=1 foot) is used, with "Tenshodo" locomotives and hand constructed rolling stock and buildings.

Stand No. 7. The Engine Shed. The Engine Shed's operating 'N' gauge layout is principally constructed from proprietry lines, in order to show the modeller how well these kits look when made up properly. Also are several HO panoramas or railway life, as well as various static models.



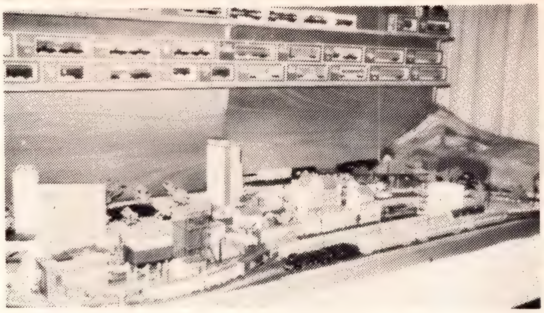
Stand No. 9. This 'O' gauge layout features mainly N.S.W.G.R. locomotives and rolling stock, the majority being scratch built from metal, timber or cardboard. It also has a large operating turntable leading to 15 tracks. Also of interest is an imported Japanese built model of 3 truck shay - distinguished by the cylinders, built vertically on side of boiler.

Stand No. 8. Melbourne Model Railway Society presents an operating layout using Marklin equipment. A shunting yard in 2 rail HO, slides showing details of the club layout and other equipment as used on the club's 2 rail layout.

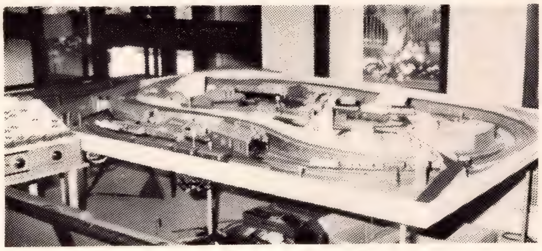


Stand No.10. Two portable stations from a 5 station permanent layout. Operation is basically British Rail with variations, etc. at owners discretion. The stations on display are owned by two AMRA members. Woody Bay built by Jim Scott is the main station and "Narmen" built by Stuart Westerman is a smaller country station.

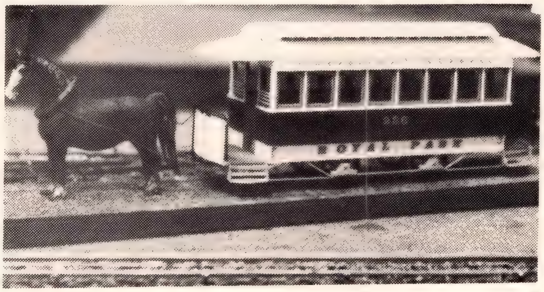
Stand No.12. Two small coffee table layouts. One an 'N' gauge layout with thru trip relays. The second layout is a novelty railway "The Zoo Choo". The models are constructed out of 'N' gauge motors and frames with models out of cereal packets by Mr. Rex Little.



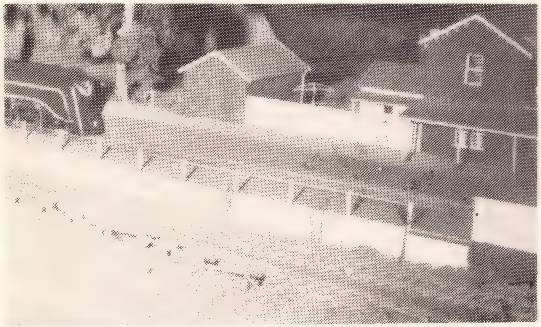
Stand No.11. The Signal Box. The Signal Box is displaying two layouts depicting 25 years of model railways. The 8' x 6' three rail 'O' gauge layout displays, in its spartan simplicity, a typical model railway of 1950 while the 10 ft. x 4 ft. HO two rail layout shows what may be produced using the vast range of model railway equipment available to-day from the Signal Box.



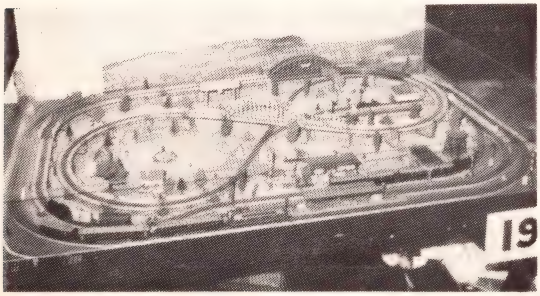
Stand No.13. Mr. Eric Doherty and Mr. Peter Medlin, present an 'HO' layout of freelance design. The layout 8' x 5'6" comes apart into 2 modules of 4' x 5'6". The 183' of Peco track is sectionalized electrically so that trains can be stopped around the layout. The railway features trains from around the world.



Stand No.14. Demondrille and Jindivic Railway Co. Ltd. This railway is situated in gold and timber country, somewhere in Victoria, and set in the mid '30s. The four locomotives are No. 1. Double Ended Fairlie; No. 2. Chain Driven Harmon; No. 3. Steam Motor based on Taff Vale Railways; No. 4. Steam motor based on Bueno's Aires Great Southern. The two storied hotel is the Railway Hotel from Ravenswood in Nth. Queensland.



Stand No.15. Victorian Model Railway Society exhibit is a diorama of Malmsbury station and viaduct situated on the main Melbourne-Bendigo line. The whole model has been built by club members, including trackwork, locomotives and rolling stock. Trains dating from the late nineteenth century to the present day are depicted. Construction of trackside buildings and the landscape is still in progress and aims to achieve a high degree of authenticity.



Stand No.19. An automatic layout using Marklin track and rolling stock with Faller buildings. The main feature of the layout shows what can be done with commercial equipment in a limited space of 8' x 5'.

Stand No.16. Scratch Buildings of Aust. Model Railway Assoc. Two of our best scratch builders, Mr. Terry Jenkins and Mr. Bob Dall are on hand to demonstrate the finer points of building your own equipment. Also on display are some scratch built models by members of the Association.

Stand No.18. Geelong Steam Preservation Society. Geelong Steam Preservation Society's display centre piece is an HOn9 model layout representing the Belmont Common Railway, with operating models of four of the Society's motive power units. Other exhibits include a tricycle and a 5" gauge steam model plus photographs, drawings and various relics owned by the Society and members.

Stand No.17. Aust. Model Railway Assoc. "U" drive. Come along to this stand and let the children run a train themselves. This "U" drive is constructed using vintage Hornby 3 rail equipment.

Stand No.20. An 8' x 3' HON2½ layout based on the narrow gauge systems of England and Wales. The layout is constructed using commercial track and rolling stock.

WIAD LILLIPUT BRAWA

AIRFIX HORNBY VIKING

Special Introductory Prices

IMPORT HOBBIES

48 Wongara Street
CLAYFIELD QLD 4011

Full Range Available

MAIL ORDER ONLY

KIBRI ROSKOPF HERPA

MINITRIX LIMA PREISER

NK HOBBIES

FOR YOUR

MODEL RAILWAY SUPPLIES

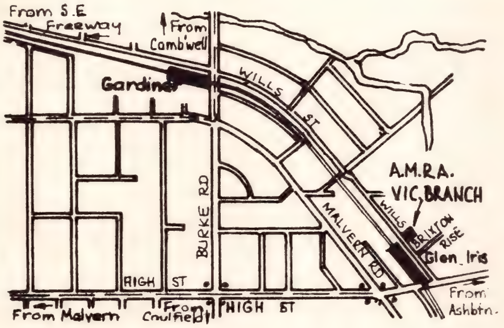
NK HOBBIES has a comprehensive range of scratch building supplies including North Eastern scale lumber and S.S. Ltd. castings.

For those modellers who don't like building it themselves we have a comprehensive range of R.T.R. models.

Hours:-Mon.-Wed. 9 a.m.- 6p.m.
Thurs., Fri. 9 a.m.-9 p.m.
Sat. - 9 a.m. - 1 p.m.
OR by appointment.

264 Blackburn Road
SYNDAL 3149
Phone: 2332398.

BRANCH NOTES



VICTORIAN BRANCH

Apparently those members who have no free time on the second Thursday of each month to attend Vic. branch meetings, also have no free time on the first Saturday. The alternative is that they have no interest in branch acrivities despite letters to the contrary in "Pop Valve".

The advertised Special General Meeting was duly held on Saturday March 1st and excluding the committee of management, 11 members attended, two of whom were from Bendigo. In fact all who attended had been present at the February meeting. Rex Little gave a very informative demonstration on converting proprietry models to local prototype, and those who attended requested another opportunity for this type of meeting later in the year.

Our Exhibition held over the Moomba weekend in March was a tremendous success, both for attendances and the standard of the exhibits. Brian Chester and his committee are to be commended and the grateful thanks of the voluntees is extended to the ladies who gave of their time to provide much appreciated meals.

The 1976 Exhibition will be organised by Jim Scott and forward planning is already in hand.

While our social functions have in the past been poorly attended, it is hoped the Convention to be held on Queen's Birthday weekend, 14th to 16th June 1975, will be an exception. Anticipated cost is $25 per head which includes a dinner dance on the Saturday. Mal Baker would be pleased to hear from you as at least 50 participants are necessary.

The agenda for the next three months is as follows:

JUNE	7th	Crazy Whist, 8 pm clubrooms.
	12th	Monthly meeting - annual auction. Competition - construction - model of loco facilities.
	14th-16th	Convention.
JULY	5th	Crazy Whist, 8 pm clubrooms.
	10th	Monthly meeting - Miss Patsy Adam Smith. Competition - photographic - subject to be arranged.
AUGUST	2nd	Crazy Whist, 8 pm clubrooms.
	14th	Monthly meeting - to be arranged. Competition - construction - subject to be arranged.

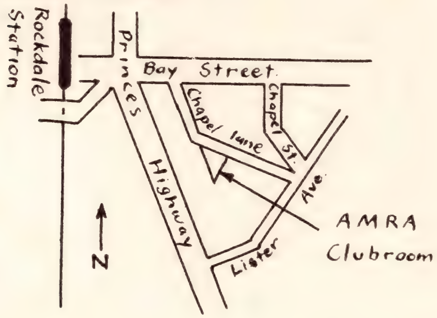
John J. Harry.
Hon. Secretary.

The N.S.W. Branch has ordered a quantity of transfers suitable for sticking to car windscreens, layout room windows, etc. The transfers are about 2″ x 3″ and to the design of **A.M.R.A.'s wheel on** rail emblem, with the words 'Australian Model Railway Association' underneath. These are available through Branch Secretaries for 25c each, or by sending a stamped self-addressed envelope to:-

The Secretary,
A.M.R.A. N.S.W. Branch,
P.O. Box 194,
Rockdale,
N.S.W., 2216.

Postage stamps will be accepted as payment, provided that the stamps are either 5 or 10c, so that we can re-use them.

NEW SOUTH WALES.



The New South Wales Branch Annual General Meeting was held on 1/2/75 with about sixty members in attendance. The following were elected to run the branch during 1975:

President	Ray Pilgrim
Vice President	George Bray
Secretary	Allan Brown
Treasurer	John Skilton
Branch Reporter	Jack Parker

Committee: J. Fotheringham, G. Larmour, B. Lovett, N. Thomas, E. Davies, K. Brown, M. Bourke, T. Parkes, D. Meredith, R. Gallagher, P. Kelly.

This year's committee is quite large and includes a good proportion of new blood. This should benefit the branch greatly, as your committee is looking for new ideas regarding the format of the meetings. We are seeking to avoid falling into a stereotype pattern, and are trying to keep the meetings variable and interesting.

For example, recent times have seen an upsurge of interest in modelling Australian prototype structures, and accordingly a modelling clinic night has been scheduled to cover this subject. The success of this will determine whether or not it will be repeated.

Once again Graham Larmour has volunteered for the position of Exhibition Chairman. Few people appreciate the degree of expertise and sheer know-how that is required to run an exhibition on the scale of the one at the Sydney Town Hall every year, and we are fortunate indeed to have Graham and his family to help us.

The Christmas barbecue was held on 21st December at Rockdale. A barbecue tea was held with budding chefs taking their lessons from George Bray, Tom Parkes and Norm. Thomas, while the ladies prepared the salad. After tea a welcome sight was Santa Claus, who gave away plenty of goodies to the kids. By the way, I have it on good authority that Santa is a member of AMRA, so we shouldn't have any trouble obtaining his services this year.

Our thanks go to Graham Aherne for presenting the slide night on 28th February. The subject was South African Steam and it was an eye opener to see the large locos that sit on 3'6" gauge tracks.

Future meetings:

MAY

Sat. 3rd	Film night and dinner at clubrooms. Family $4, single $1.50. Watch notice board for details.
Fri. 9th	Modelling clinic, milk tanker.
Sat. 17th	Visit to Loftus Tram Museum with barbecue tea. Watch notice board for details.

Fri.23rd	Layout operations.
JUNE	
Sat. 7th	Open day. All clubs welcome. Bring your favourite loco. Commences 1 pm. sharp.
Fri.13th	Modelling clinic.
Sat.21st	Scenery demonstration.
Mon.23rd	Mid-year dinner. Watch notice board.
Fri.27th	Guest speaker. See how the Australian Model Railway Magazine is prepared.
JULY	
Sat. 5th	Auction. All goods in before 2.20 pm.
Fri.11th	Modelling clinic.
Sat.19th	Question panel. Come and get your problems worked out, or vice versa?
Fri.25th	Layout operation.
AUGUST	
Sat. 2nd	Loco performance test plus new model display. Come and show off your new model.
Fri. 8th	Modelling clinic.
Sat.16th	Layout operation.
Fri.22nd	Slide competition. Categories: Prototype; model; non-railway. Prizes to be won. Limit of 3 slides per member.

Meetings, unless otherwise specified, start at 7.30 pm to 11.00 pm on Friday, 2.00 pm to 5.30 pm on Saturday.

Jack Parker.
Branch Reporter.

QUEENSLAND.

First meeting of the year was the annual barbecue hosted again by Rodger and Christine Kershaw. The number attending was not as great as the previous year, but the weather was fine this time, and all had a very pleasant evening. Peter Pennycuik of Toowoomba was a welcome visitor. A great pity we can't see more of our country members. An excellent array of models for the competition gave the judges a difficult time.

The Fenner Shield for the best model was awarded to Eric Lyon for a OO LNER goods loco and wagons. Harley Cup for passenger cars to Jim Bilby for a 1n3½ model of the proposed Brisbane electric car. The Harley Cup for freight cars went to Robert Geddes for one of the VB class vans in HOn3½. This was a curious vehicle, now obsolete. A bogie coal hopper with a guard's compartment tacked on one end. Special Commendation to that prolific loco builder, Steve Malone, for a quartet of QR steam engines all Sn3½.

The Queensland branch has decided to hold, in conjunction with the ARHS Field Day at Redbank Loco Museum, on Saturday, 20th September, an annual competition for the best diorama portraying a typical Queensland Railways scene. The award will be a Shield which will be engraved with the name of the winner and the year of the award. It will be returned after one year for presentation to the next winner and a small replica given in its place. The idea of the competition is twofold, to encourage the modelling of Queensland Railways and to provide displays of typical Queensland railway scenes.

The competition will be open to any person who wishes to enter. One of the conditions of entry is that all displays may be loaned to the ARHS for a period of up to three months for display at the Redbank Museum. Entry conditions may be obtained from the competition organiser Arthur Robinson, who is the initiator of this scheme. The address is: Mr. A.C. Robinson,
142 Northgate Road,
Northgate, 4013. Q'ld.

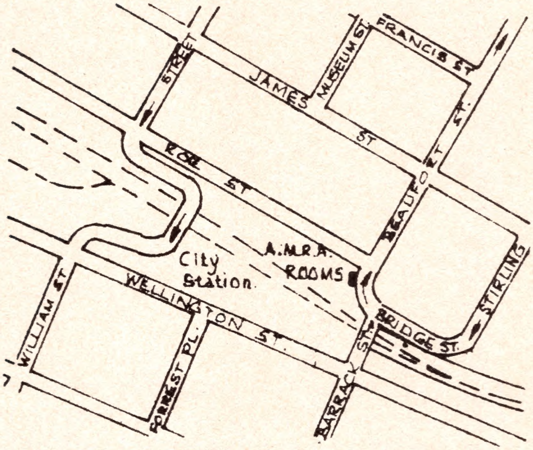
During January the branch was invited to take part in a display together with the ARHS at the University library to commemorate the centenary of the opening of the Brisbane-Ipswich railway. Queensland locos and rolling stock in various scales were displayed to advantage in the permanent glass showcases provided. The branch will be participating in the Hobby Show to be held this year at the Brisbane City Hall from November 10th to 15th. Work has commenced on making the HO layout ready.

Future meeting dates to keep in mind are:

June 26th	Arthur Robinson, 142 Northgate Road, Northgate.
July 24th	Steve Suggit, 1 Badge Street, Jamboree Heights.
Aug. 28th	Steve Malone, 27 Toombul Terrace, Toombul.
Sept.25th	Cec. Wall, 8 McEwan Street, Riverview.

Also keep in mind the auction on 6th September at 112 Reeve Street, Clayfield, and the ARHS Field Day on 20th September at Redbank Museum. A full list of meeting dates and events is available from the Secretary, Malcolm Nielsen.

Jim Christie
Branch Reporter.



WESTERN AUSTRALIA.

If you are one of our members who has not attended a meeting so far this year, you have missed out on some very interesting and entertaining evenings.

On the first Monday evening in February, we were entertained by Mr. Noel Zepplin, President of the W.A. Division of the Australian Railway Historical Society, who showed slides on and talked about the foundation, establishment and the future of the Bassendean Railway Museum. This talk was thoroughly enjoyed and appreciated by the members present.

The following Wednesday evening was the judging of our modelling competition for "line-side structures". A number of very interesting structures were entered, ranging from a goods loading platform to a complete factory complex. The contest was judged on the N.M.R.A. points system by Jack Stanbridge and Tony Gray. The competition winner was Bob Steel with an "N" gauge model of a factory and second place went to Ted Thoday's signal box which included full interior detail and fully operating signals with "fibre optic" lighting. The success of this competition has led to the suggestion that a further competition be arranged later in the year on a different aspect of the hobby. Finally, thanks to Keith Wilcox for the donation of the prizes.

The work on the club layout understandably slowed during the festive season and the extremely hot months which followed. However with the return of the cooler weather work has resumed in earnest at the Wednesday evening and Saturday afternoon meetings. If you have not yet contributed your talents to "your" layout, "don't be backwards about coming forward" to lend a hand on the scenery and wiring.

Exhibition. The exhibition which was planned for the Labour Day long weekend in March was cancelled due to unavailability of suitable layouts. The exhibition is now planned for the long-weekend in October.

Saturday	Oct. 11th	12 noon to 9.30pm
Sunday	Oct. 12th	12 noon to 7 pm.
Monday	Oct. 13th	10 am. to 6 pm.

The exhibition will be held at the C.S. HARPER HALL, 300 Hay Street, Perth.

Exhibits, in the form of layouts, models etc. are required for the exhibition. All exhibits will be covered by insurance and will not be left unattended at any time. The hall we are to hire has a live-in caretaker at night. If W.A. branch members feel that they can help in any way, please contact a member of the committee.

Jack Eagles.
Hon. Sec.

News from other Clubs

NORTH SHORE RAILWAY MODELLERS' ASSOC.

The above association has completed a project involving the building of a layout to standards known as "Protofour". The scale of Protofour is 4mm to 1 foot as used in the 00 and EM systems, but unlike the latter two, which use underscale track gauges of 16.5mm and 18mm respectively, Protofour uses a nominal track gauge of 18.83mm which is true to scale for a prototype gauge of 4 ft. 8½ ins.

However, Protofour has far greater implications than just track guage. Wheel profiles are made exactly to scale and this involves tyre thicknesses of 1.8mm and flange depths of 0.4mm as compared with so called "fine scale" standards of 2.5mm and 1.0mm respectivley of other systems. Up to this point, Protofour, as its name implies, can be described as exactly to the prototype in 4mm scale. However, the tolerances allowed on the back to back dimension between wheel flanges are greater than the prototype equivalent and are not necessarily any finer than the best HO systems.

The back to back dimension for NSW railways is given as 4 ft. 5½ ins. + 1/32" - 1/16". This works out as 17.83mm + 0.01mm - 0.02mm in 4mm scale. The dimensions employed on our system are 17.84 + or - 0.05mm, more than 3 times the prototype allowance.

In order to accomodate this increased tolerance, flangeways at point frogs and checkrails must be made larger than the prototype equivalent and this leads to a theoretical lessening of the stability of a vehicle negotiating the point. However, the stability would still be far greater than the average fine scale HO system which employs a tyre thickness to flangeway ratio only half that of Protofour.

The only other special requirement of modelling in true scale is that practically all vehicles must be compensated to minimise the effects of track irregularities, since flange depths of only 0.4mm on a rigid wheelbase will not tolerate the sort of irregularities that are inevitable in all model systems.

It has been necessary with this protofour layout to construct all our own trackwork and wheel tyres as these items are not commercially available except by special order at astronomical prices.

There has been a certain amount of prejudice shown by various apathetical members of the modelling population towards this layout and this is unfortunate, for we are not trying to tell anyone that this is how it should be done or that the layout is necessarily better than anyone elses. What we have tried to achieve is a system where the wheels and trackwork look realistic and a system runs more smoothly and reliably than a conventional one. In spite of the tolerances involved, this achievement has been realised.

What has not yet been achieved is a system of operation that will please all sectors of the public at an exhibition. The layout operates purely on a point to point basis, and to work an intense service where something is moving all the time is difficult. However with enough training and practice this will be achieved.

Should any readers be interested in the constructional aspects of Protofour or any other true scale system, they are invited to contact either of the following:

President: Doug Bocking 02-456 2668.
Secretary: Peter Betts 02-451 9744.

NEWS FROM OTHER CLUBS.

THE DIAMOND VALLEY RAILWAY LIMITED.

Situated at Lower Eltham Park, Eltham, Victoria.

With the opening of the new Eltham Post Office, we now have two new postal addresses, they are:

For Newsletters and correspondence:
The Secretary,
Diamond Valley Railway Ltd.
P.O. Box 245.
Eltham. 3095. Vic.

For trading accounts etc:
The Treasurer,
Diamond Valley Railway Ltd.
P.O. Box 246,
Eltham, 3095. Vic.

Since our last Newsletter I feel we have become even more widely known because of the number of interstate people who have called in to see the Diamond Valley Railway. From Prosperpine, Queensland, came a family who are going to make sure a similar set up develops up North. From the West and South Australia we had visitors who commented favourably.

I want to express my delight, and the members request, that we hold a "Darwin" day, and the subsequent effort put forward by members resulting in a total of $330.60 being raised. Whilst on this aspect of our activity don't forget the Charity runs on Sunday, 3rd February and 23rd March, for the Araluen Day Training Centre and the Royal Children's Hospital - Good Friday Appeal. Our participation in these events makes the existence of our Company worthwhile.

It has been pleasing to see that we are using steam more frequently (thank goodness "Britannia" is settling down a bit). In the future it is hoped that we see three more steam locos doing a job of work.

Geoff Burgoyne has kindly offered to take the vintage carriage from the club rooms and store it at his home and has invited any person who feels they can contribute something towards its restoration, to work on it there.

Referring back again to the "Darwin" day, it was good to get the approval of the Dept. of Health to use the new station building for that day. I would appreciate any comments or suggestions as to the most beneficial way of operating our new station, after having had a trial run.

Well members, having started the New Year, let us make it one to remember in many aspects. The first is to look for the good points in our members, instead of faults (we all have plenty of these). Let us share ideas, ambitions and concern rather than in a small clique. We can strive to see the completion of our various projects - the station, the new S301, the signalling project, the point work and Nillembik. (Plans have been approved.)

Doug. Middleton.
President

****

NOTICE

To hasten the posting of the Jan/Feb Journal, members' addresses were pasted onto the envelopes. Now following the posting of this Journal a number have been returned without any address. We assume that these addresses have peeled off in transit.

Therefore, if any member did not receive his Jan/Feb Journal, would he please advise Jack Treseder, 55 Creek Road, Mitcham, 3132. Phone 874 3953 (area code 03) giving his name and present address.